

1-23. (CANCELED)

24. (PREVIOUSLY PRESENTED) A control device for controlling functions of a vehicle which has a drive motor connected to a hydraulic pump and to a hydrodynamic torque converter, which is connected to a clutch, and the clutch is connected to the drive wheels of the vehicle, the control device comprising:

a brake system and a brake system sensor which detects actuation of the brake system and issues a braking signal having a value that correlates to a strength of the braking actuation; and

an electronic controller which determines an input torque of the clutch and disengages the clutch depending on the determined input torque of the clutch and the braking signal.

25. (PREVIOUSLY PRESENTED) The device for controlling functions of the vehicle according to claim 24, wherein the electronic controller determines the input torque of the clutch from a rotational speed of the hydraulic pump, a rotational speed of a turbine of the hydrodynamic torque converter and a characteristic rotational speed line of the hydrodynamic torque converter.

26. (PREVIOUSLY PRESENTED) The device for controlling functions of the vehicle according to claim 24, wherein the strength of the braking actuation is determined from one of a braking pressure and a position of a brake pedal.

27. (PREVIOUSLY PRESENTED) A method of controlling functions of a vehicle which has a drive motor connected to a hydraulic pump and to a hydrodynamic torque converter which is connected to a clutch, and the clutch is connected to the drive wheels of the vehicle, the method comprising the steps of:

detecting actuation of brake system with a brake system sensor which issues a braking signal having a value that correlates to a strength of the braking actuation;

determining a input torque of the clutch with an electronic controller upon reception of the braking signal by the electronic controller;

braking the vehicle upon recognition of the braking signal; and

disengaging the clutch as a function of the determined input torque of the clutch and the value of the braking signal.

28. (PREVIOUSLY PRESENTED) The method for controlling functions of the vehicle according to claim 27, further comprising the step of basing the determination of the input torque of the clutch on a rotational speed of the hydraulic pump, a rotational speed of a turbine of the hydrodynamic torque converter and a characteristic rotational speed line of the hydrodynamic torque converter.

29. (PREVIOUSLY PRESENTED) The method for controlling functions of the vehicle according to claim 27, further comprising the step of associating a predefined braking signal with the determined input torque of the clutch and only disengaging the clutch when the value of the braking signal correlates to a value of the predefined braking signal.

30. (PREVIOUSLY PRESENTED) The method for controlling functions of the vehicle according to claim 29, further comprising the step of the value to the braking signal being defined as a measure of a brake pedal path and a braking pressure.

31. (PREVIOUSLY PRESENTED) The method for controlling functions of the vehicle according to claim 27, further comprising the step of detecting actuation of the brake system with the brake system sensor prior to braking the vehicle with a service brake.

32. (PREVIOUSLY PRESENTED) The method for controlling functions of the vehicle according to claim 31, further comprising the step of actuating the service brake when the value of the braking signal corresponds to a defined braking signal.

33. (CURRENTLY AMENDED) A method of controlling functions of the vehicle which has a drive motor connected to a hydraulic pump and to a hydrodynamic torque converter which is connected to a clutch, and the clutch is connected to the drive wheels of the vehicle, the method comprising the steps of:

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detecting actuation of a vehicle brake system with a brake system sensor and issuing a braking signal with the brake system sensor [[that]] which has a value correlating to a strength of the actuation of the brake system;

determining an input torque of the clutch with an electronic controller upon reception of the braking signal by the electronic controller, the input torque of the clutch being dependant upon a rotational speed of the hydraulic pump, a rotational speed of

a turbine of the hydrodynamic torque converter and a characteristic rotational speed line of the hydrodynamic torque converter;

braking the vehicle with the brake system upon reception of the braking signal in the electronic controller;

associating a predetermined braking signal with the determined input torque of the clutch;

comparing the value of the braking signal with a value of the predetermined braking signal; and

only disengaging the clutch when the value of the braking signal matches the value of the predetermined braking signal.